

COUNTRY	East Germany	S-E-C-R-E-T	REPORT
TOPIC	Neuruppin Airfield	25X1	
EVALUATION		25X1	
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	16 May 1955
REFERENCES		25X1	
PAGES	5	ENCLOSURES (NO. & TYPE)	1 - sketch on ditty
REMARKS		25X1	
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	This is UNEVALUATED Information	25X1	

1. Air activity and aircraft observed at Neuruppin airfield between 11 and 19 March 1955: 25X1

11 March. Between 0810 and 1600, there was air activity by 8 MiG-15s or U-MiG-15s. Four aircraft practiced flying in elements of two over the field at an altitude of 3,000 meters and for 45 to 50 minutes duration. The other 4 aircraft made individual local flights at an altitude of 500 meters. After 1030, the aircraft flew individually over the field at an altitude of 3,000 meters, landed after 35 minutes and, after an interval of 30 minutes, again took off. From 1910 to midnight, there was ^{night} flying by 8 aircraft which flew in elements of two and at high altitudes over ^{25X1} field.

12 March. Between 0930 and 1400, local flying was practiced by 4 MiG-15s or U-MiG-15s for 45 minutes duration.

13 to 17 March. No air activity was observed.

18 March. An element of two MiG-15s or U-MiG-15s took off at 0715 and landed after 25 minutes.

19 March. There was an army exercise in the Neuruppin area in which aircraft were involved. At 0805, 4 swept-back jet fighters with auxiliary fuel tanks took off in elements of two, headed west at an altitude of 1,000 meters, and landed in elements of two after 50 minutes. At 0900, 2 U-MiG-15s with auxiliary fuel tanks took off in elements of two and headed east at an altitude of 1,500 meters. The landings were made at 1000. At 1015, 9 Il-28s approached from the east and circled over the field at an altitude of about 3,500 meters while changing formation. The elements assembled in 2 formations of 4 aircraft each, while the ninth aircraft flew between the 2 formations. When circling over the field, the individual aircraft fired a smoke signal which formed a line of 100 meters. The Il-28 formation was escorted by 4 MiG-15s or U-MiG-15s, 2 of which flew over the formation while the other 2 flew under the formation. The jet fighters flew at a higher rate of speed than the bombers and circled around the formation. When the formation turned over the field toward the east, the 2 fighters under the formation descended to 50 meters over the field and then climbed to their previous position. The jet fighters were fitted with auxiliary fuel tanks. At 1210, 12 jet fighters with auxiliary fuel tanks landed and taxied to the revetments in the northeastern corner of the field. These jet fighters differed from the standard MiG-15 inasmuch as the leading edge of their rudder assemblies appeared to be curved, and the entire rudder assembly did not seem to be as high as that of the MiG-15. The fuselage did not appear as slim as that of the MiG-15.

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At about 1815, another formation of 9 Il-28s with auxiliary fuel tanks approached the field. The Il-28s flew in elements of two with an interval of about 500 meters between the individual elements. This formation was also escorted by 4 jet fighters.⁴

2. Radio installations.

On 20 March, a single mast radio installation was observed in the southeastern corner of the field. The mast was braced by 4 guy wires at 3 planes. A 25-meter long antenna led horizontally from the lower guy wires to the fence at the southern edge of the field. A lead-in branched off from the first third of the 25-meter antenna and extended to a radio truck which had no visible antenna but a cable connected to a trailer parked at a distance of 30 meters.

3. During the week after 20 March, Mongolian-looking pilots with clasps were seen in the town. Other air force officers observed in the town apparently were not familiar with the terrain.
4. Air activity and aircraft observed between 11 March and 4 April:

11 March. Between 0845 and 1630, there was formation flying by MiG-15s or U-MiG-15s in flights of three. The aircraft took off in an element of three and the third aircraft took off immediately afterward. The landing was also made in an element of two and by 1 individual plane. Between 1900 and 2200, night flying was practiced by swept-back jet fighters. Take-offs and landings were observed while the runway was weakly lighted by the row of small searchlights on the left side of the take-off direction. On both sides of the runway were small searchlights placed on poles about 30 cm high. The southern row was about 10 meters from the runway and the northern row 20 to 25 meters from the runway. The lights were hinged and thus could turn in the direction of the take-off and vertically upward. When the runway was fully lighted, 2 large mobile searchlights, 80 to 100 cm in diameter, placed next to the eastern fence along the Wittstock Highway were switched on in addition to 3 hinged small searchlights on the cemetery in the eastern extension of the southern row of runway lights and the row of lamps on the left side of the take-off direction. Three red obstacle lights were fitted on a mast on top of the highest tree in the eastern extension of the runway, at the end of the 3 small searchlights. The poles of the latter 3 lamps increased toward the east. Another red obstacle light was fitted both on the flight control station and the building of the field komendatura.

12 March. Between 0845 and 1400, local flying was practiced by MiG-15s or U-MiG-15s. Simultaneously, take-offs and landings were made by 2 Po-2s. At 1045, 1 Li-2 took off heading east.

13 to 18 March. No air activity was observed.

19 March. Air activity was started at 0845. Flights were made in formations of 2, 3 and 4, in addition to aerobatics which included turns, loops and half rolls with a subsequent burst. At 0915, squadron wedge formations of 4 x 4 and 3 x 4 Il-28s approached from the north at an altitude of about 4,000 meters. MiG-15s or U-MiG-15s flying in elements of two attacked the individual formations at the same altitude. After the swept-back jet fighters approached up to 400 meters, they peeled off to the side and upward. The formation of Il-28s crossed the field, flew a curve 10 to 20 km south of the field and then approached from the south. The attack practices by swept-back jet fighters continued until about 1120. During the exercises, the jet fighters made intermediate landings and were replaced by other MiG-15s or U-MiG-15s. About 18 jet fighters were continuously aloft. At 1120, the Il-28 formation

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departed heading north.² Subsequently, there was regular air activity by formations of three. It appeared as if the attack practices against the bomber unit were held by other personnel than the preceding and subsequent aerobatics and formation flights.

21 March. Between 0930 and 1230, there was formation flying by elements of two and air combat exercises. The element of two representing the target flew in close formation and the 2 attacking aircraft flew in a spread-out element of two.

22 and 23 March. No air activity was observed.

24 March. Between 0830 and 1130, there was formation flying in elements of two. The aircraft flew through, in and over the clouds. They could occasionally be seen through gaps in the clouds. Diving at ground targets in the Hasenberg area were made at an angle of 30 to 40 degrees.

25 March. No air activity was observed. A total of 28 MiG-15s or U-MiG-15s, 2 Yak-11s, 1 Po-2 and 1 Li-2 were parked at the field.

26 March. Between 0830 and 1500, there was formation flying in elements of two and approach flights at Yak-11s by MiG-15s or U-MiG-15s which flew at the same altitude. The swept-back jet fighters approached from the rear at an angle of 30 to 40 degrees.

27 and 28 March. No flights were observed.

30 March. Between 0630 and 0915 and from 1000 to 1430, dives at ground targets south of Hasenberg were made. After 2000, local flights were made while the runway was dimly lighted by one row of lamps. Around 1730, the lamps of the northern row were collected on a truck. The two rows of lamps at the eastern end of the runway were not removed. Each row consisted of 2 green and red lamps placed alternately.

31 March. No air activity was observed. At 1600, a total of 32 MiG-15s or U-MiG-15s, 4 Yak-11s and 3 Po-2s were counted at the field.

1 April. Between 0800 and 1700, firing at ground targets was practiced by 4 MiG-15s or U-MiG-15s.

2 to 4 April. There was no air activity.⁴

5. Presumed new MiG type.

In early March, 4 jet aircraft which apparently had a thicker fuselage than the MiG-15 were observed between the MiG-15s and U-MiG-15s in front of the southeastern hangar. The thickness of the fuselage of the new aircraft was compared with that of the MiG-15 was 7:9. The shape of the wings did not differ. On 31 March, 2 of the new jet fighters with thicker fuselages were parked in front of the smaller hangar in the southeastern corner of the landing field.

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7. Radio and radar installations.

Two radar sets were observed near the barracks at the eastern end of the athletic field. A Kniferest-type set was east of the barracks and a Fishnet-type set was located on the roof of the barracks. During instrument approach flights at the beacon in early February, the Fishnet rotated while the Kniferest made pendulum movements.⁶

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9. At 0830 on 25 March, 12 Il-28s were parked on the landing field along the runway south of the eastern end and a sizeable number of MiG-15s or U-MiG-15s were seen in the southeastern corner of the landing field. At about 0955, some Il-28s took off heading east. There was intensive traffic by tank trucks and trucks on the landing field and on the runway.

10. Air activity and aircraft observed between 19 March and 1 April:
- 19 March. A wedge formation of 12 aircraft crossed over the field at a high altitude. Two vapor trails were seen after each plane. A mobile radio installation was observed aft of the old repair hangar. An individual antenna mast was seen. At 1800, 14 Il-28s were parked in front of the hangars.
- 20 March. No air activity was observed. During the morning, the non-local Il-28s were still parked at the field. The aircraft were no longer seen at 1500.
- 1 April. Between 1100 and 1400, 21 MiG-15s or U-MiG-15s were counted at the southern edge of the runway. Four aircraft were parked in front of the hangars. No aircraft were seen on the alert site. Individual aircraft were aloft flying over the clouds. Other aircraft continuously took and landed in formations of two and three. Individual MiG-15s or U-MiG-15s dived from an altitude of about 500 meters and fired at ground targets with live ammunition. Clouds of dust arose. Each aircraft made 4 or 5 approach flights in succession.

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11. Air activity and aircraft observed on 29 March and 1 April:
- 29 March. Between 0900 and 1630, flying was continuously practiced by MiG-15s or U-MiG-15s. After the landing, the aircraft taxied on the taxiway to the eastern end of the runway where 6 tank trucks were parked. The aircraft were immediately refueled and subsequently took off. The pilots were seldom exchanged. The exchanged pilots went into the flight control building. About 30 aircraft were involved in the exercises.
- 1 April. There was intensive air activity as on 29 March. Flying continued even during the short snow flurry.

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12. Air activity observed between 1 and 7 April:
1 April. Between 1000 and 1700, there was intensive air activity by 10 MiG-15s or U-MiG-15s. Six aircraft practiced flying in elements of two for 45 minutes duration and 4 aircraft fired at ground targets.
2 April. At 1545, a Yak-14 crossed over the town heading north.
3 April. At 1140, a MiG-15 or U-MiG-15s took off.
4 to 7 April. No air activity was observed. At 1700 on 6 April, the following MiG-15s or U-MiG-15s were counted at the field: 2 on the eastern turning apron, 8 on the landing field, and 7 near the hangars in the southeastern corner of the landing field.
1. Comment. The firing of such a smoke signal [] is reported for the first time. The signal is presumably to indicate the release of a bomb during an exercise. 25X1
2. Comment. The MiG-15s or U-MiG-15s observed during the exercise on 19 March were believed to be escorting fighters [] and attacking fighters [] the detailed observation [] is believed to be correct. 25X1
3. Comment. The features of the alleged new type described [] do not agree with known configuration of the MiG-17. A curved leading edge of the rudder assembly was only observed on the type-21 aircraft which was previously observed in Moscow during the air parades in 1949 and 1951. Efforts have been initiated to obtain more information on these alleged new MiG type aircraft. 25X1
4. Comment. Neuruppin airfield is still occupied by a fighter regiment. []
5. Comment. The lighting facilities at Neuruppin airfield agree with those at Justerbog airfield. For location sketch of lights, see Annex. 25X1
6. Comment. It has only seldom been reported that the Fishnet-type set was seen in operation. It appears that the Kniferest-type radar set is identical with the previously T-shaped structure reported [] 25X1
7. Comment. Truck [] was previously observed in Wittstock and [] in Farnow. 25X1
8. Comment. Presumably the Il-28s reported [] 25X1

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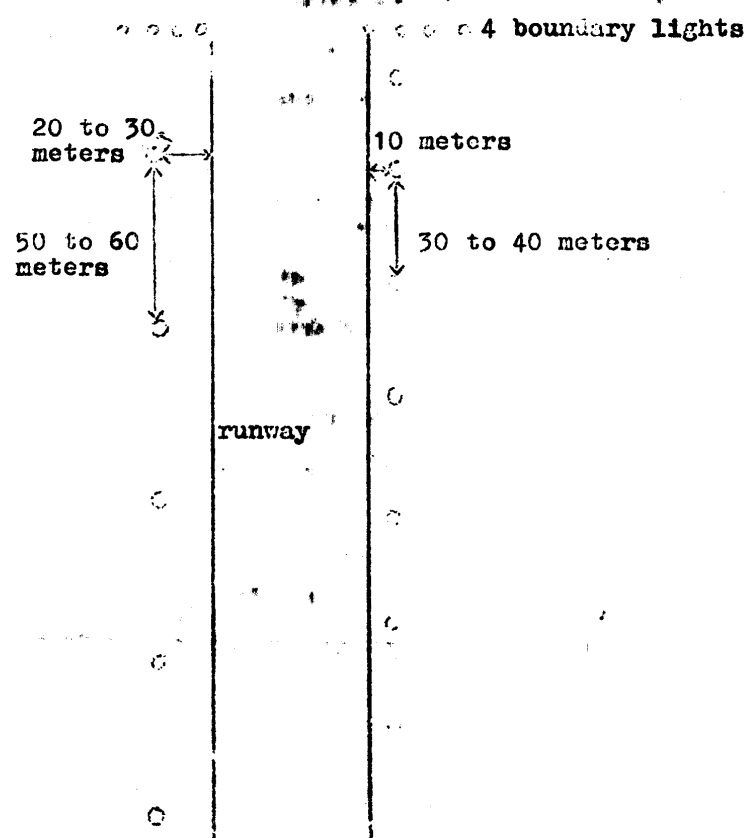
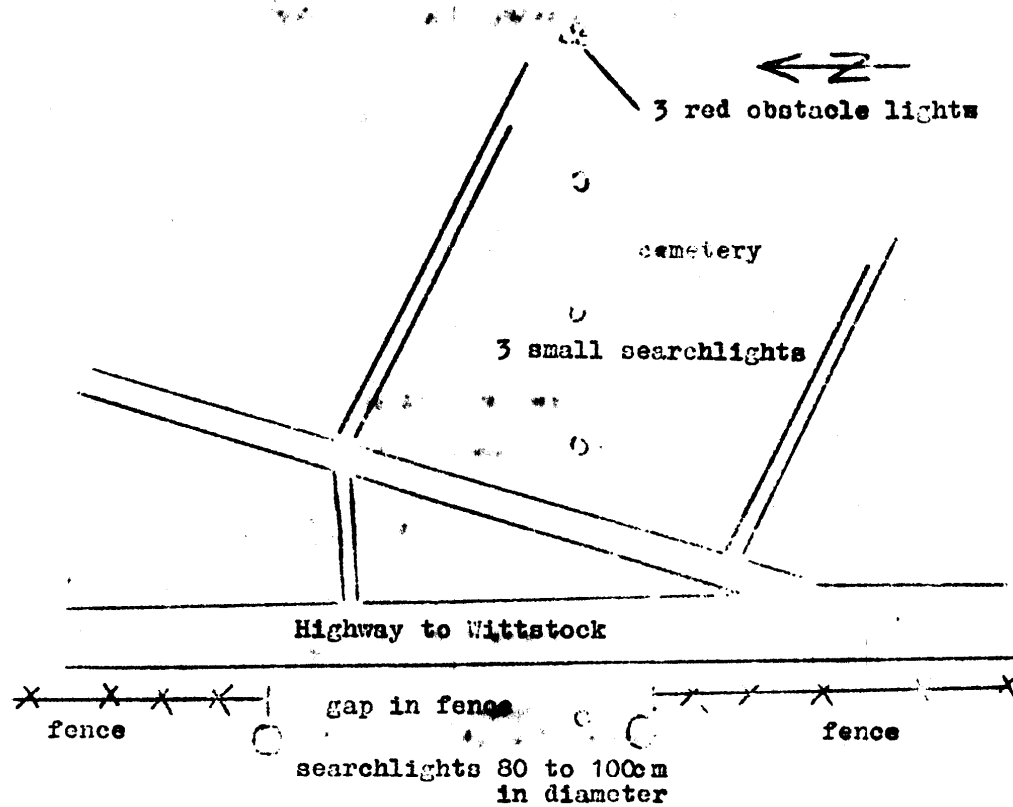
Annex

Lighting Facilities at Neuruppin Airfield

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